

Established February, 1845

PRICE \$2 PER MONTH

Shipping

Shipping.

Steamers.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY AND TAMSUI

The Co.'s Steamship
Pecten,
Captain LEWIS, will be
despatched for the above
Ports on **FRIDAY, the 21st Instant**, at
Daylight.

For Freight or Passage, apply to
**DOUGLAS LAURIE & Co.,
General Managers.**

Hongkong, March 19, 1890. **DI**

**FOR SINGAPORE, HAIRE and
HAMBURG.**

(Taking Cargo at through rates to
**ANTWERP, AMSTERDAM, ROTTER-
DAM, LONDON, LIVERPOOL
and BREMEN.**)

The Steamship
Lydia,
Captain FENCK, will be
despatched for the above
Ports on **FRIDAY, the 21st Instant**, at
10 a.m.

For Freight or Passage, apply to
STERNSEN & Co.,

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, November 12, 1889. 215

The Sanitary Board meets to-morrow afternoon. The following are the Orders of the Day:—

1. Reports regarding certain recommendations made by the Commission appointed to enquire into the cause of fever prevailing in the western district of Victoria.
2. Report, by Committee, concerning common lodging house by-laws.
3. Report, by Committee, regarding public laundries.

Lauro Hak, a quartermaster on the *Kiang Kwan*, was charged before Mr. Robinson, in the Police Court to-day, with threatening Mr. C. P. Bell, chief officer of the steamer mentioned. Mr. Bell said that about nine o'clock yesterday morning (the ship being then lying at a buoy in the harbour) he found the prisoner off his watch. Instead of being on the upper deck to give orders about ringing the fog bell, he was in the native galley, washing some of his clothes. Mr. Bell remonstrated with him, and the prisoner rushed at him and closed with him, and after struggling for some time ran off to his own room shouting something in Chinese. Mr. Bell then went to the second officer's room, and while there he heard some one rush into his own room, and then hurry away aft. Calling the chief engineer and second officer to assist him Mr. Bell went to look for the prisoner. In a few minutes the second officer found the man and brought him to Mr. Bell. The prisoner had a knife in his hand and the second officer was holding him by the wrist. He refused to give up the knife or to allow himself to be put under arrest, and ultimately he had to be put into irons. The case was remanded to Saturday, the prisoner being allowed bail in one surety of \$50.

Hudson's Surprise Party are attracting large audiences nightly to the Theatre Royal, City Hall, and the popularity of the entertainment is beyond all question. This evening's performance under the patronage of E. H. the Officer Administering the Government, and there will doubtless be a crowded house. Yesterday evening, when the first change of programme was made, the audience was, if possible, more lavish with applause than on the two previous nights, and every item in the programme was "encored,"—a result which, although it afforded a very convincing proof of success, made rather severe demands on the performers and prevented the programme somewhat beyond a reasonable limit. The dialogue in which Miss Harley and Messrs. Hudson and Gilbert engage, at the "Social Gathering" of the company, was as fresh and piquant last night as on the opening night, and the number of new jokes introduced showed that the party carried a large stock of them. The songs in this part of the entertainment, by Miss Harley, Miss Clements and Mr. Gilbert, the duet and dance by Misses Roberts and Lipton, and the comic songs and comedies of the indefatigable "Thoms" himself, were all productive of enthusiastic applause. Miss Barber's singing of Tito Mattei's "Dear Heart" was exquisite. As an "encore" she sang "Comin' thro' the Rye" in a manner equally charming. Miss Hubbard's solo—Athena's fantasia on the air of the well-known song "Alice, where art thou?"—won as cordial approbation as any item in the programme, a gratifying recognition of the pianist's ability, which ability is as conspicuous as her style is unassuming. The duet, "In the dusk of this twilight," by Miss Barber and Miss Harley, was greatly appreciated, and Miss Harley's voice was heard in it to great advantage. Miss Barber afterwards sang, as only an accomplished vocalist could, the drinking song from "Giro's Giro's," and on a recall gave "Home, Sweet Home!" The dramatic sketches, and the "character" songs and dances showed no falling-off in popularity, and Ouda's marvellous gymnastic performance was watched with very great interest.

We learn that the Ben Hue steamer *Benary* has sold out of the Company. The sale was effected in London.—*N. O. Daily News.*

Tan Felling went into the New Dock, Shanghai, last Thursday afternoon, and while Captain Crawford was down in the dock yesterday looking at the ship, she came in sight, a steaming plank fell upon his head, stunning him. He remained unconscious for upwards of half an hour. Dr. Sloan was sent for, and he found that the skull was not fractured, but in order to be safe he removed the bone. Dr. Sloan ordered him to be removed to Shanghai. This was done in the afternoon.—*N. O. Daily News.*

LABOUCHERE writes in *Truth*: "The fact is that in every time, cry, however thin, however absurd, there is always a little bit of reality. In the 'Empire Federation' the 'Federal Senate' is the one little bit of reality. All the rest is talk and moonshine, but the 'Federal Senate' is the real genuine desire of the retired Colonial soldier. John M. Condon, honest man, makes his 'pile' in the Bush, or his reputation (such as it is) in the Colonial Legislature. He comes here, and he finds himself nobody. He has been accustomed to 'blow' a good deal, and now he has nowhere to 'blow,' and nothing to 'blow' about. He does not want to do anything, but he wants to be somebody, and he wants to 'blow.' Well, why not make him 'somebody,' and let him 'blow'?"

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A Lost Colours Discoverer.—A little scientific man has long wondered about the beautiful "azurine" found in the ruins of Pompeii. M. Fouquet, the mineralogist, with a mixture of alchemy and copper and of lime, has now obtained the brilliant crystalline "azurine" of Pompeii. It is a tiny perfectly unchangeable, and identical with the azurine which was known to the Romans, and imported into Italy in the first years of the Christian era.—*Amateur Photographer.*

HONGKONG GENERAL CHAMBER OF COMMERCE.

ANNUAL MEETING.

The annual meeting of the Hongkong General Chamber of Commerce was held in the Chamber of Commerce Room, City Hall, this afternoon. There were present: Hon. P. Ryrie (Chairman), Hon. J. J. Kewick, Messrs. E. Mackintosh, W. H. Forbes, B. Layton, H. Hoppus, R. M. Gray, S. O. Macdonald, G. E. Noble, (members of committee), Hon. A. P. MacEwen, Messrs. L. Poseneker, T. Whithead, J. W. Francis, C. C. de Champeaux, H. W. Dick, G. S. Coxon, O. J. Hirst and E. H. Henderson, Secretary.

The minutes of last meeting having been read and confirmed.

The Chairman said—Messrs. Hewart and Co. having been elected members of the Chamber by the committee, it is for this meeting to confirm the election.

Mr. B. Layton proposed that the election of Messrs. Hewart and Co. be confirmed.

THE COMMITTEE'S REPORT.

The Chairman—Gentlemen, I have now to lay the report of the Committee before you. You are aware that the report has, as usual, been published in the newspapers, so that every member has had an opportunity of forming an opinion of what it is and as to whether there should be any addition or alteration to the way of doing the work of the Chamber. The report, however, has not been published in the newspapers, and it is not considered to be fair to the members of the Chamber. The report, however, has not been published in the newspapers, and it is not considered to be fair to the members of the Chamber.

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The subject of Sunday labour in the harbour the matter has now been taken up by the Secretary of State, who asks the assistance of merchants and others. Well, the Secretary of State may be a very powerful official, but I am afraid he will not be able to do much for the Chinese. On the subject of direct cable communication between Hongkong and Singapore, this is not the first time the matter has been before the Chamber, and we have a gentleman present who is about to be elected to it from time to time, and perhaps he may have something more to say on it at this meeting. The decision on the question of a Captain's lien for disbursements in priority to mortgages, referred to in the report, is important, but in fact, I do not know how many cases of that kind. Optum smuggling—Here again we have a very important matter, but so far no progress has been made. An ordinance was passed last month which was to meet the objections raised in the present matter, but the business in regard to the search of vessels and of the persons of people of respectable character. I do not know what the reason for the delay is. I have spoken over and over again to the late Acting Attorney General, and his reply was that there were some matters which made it necessary to delay in regard to this ordinance. Finally to the *Mar Rant*—This is a matter about which Mr. Henderson has been in communication with myself and our respected Secretary, and I think it should receive the attention of the authorities at Hongkong. It seems to me absurd that rates of the French and German steamers should be just one half of those of the English steamers. The reduction of the rates of the French and German steamers is a matter which will be a very useful addition. The subscription is a very small one, and I think that some at least ought to come from this Colony. The *Gap Rock*—This is a subject which one of our members here has spoken much about, and I think it is a matter which should be taken up by the Chamber. The *Gap Rock* is a proper position for the light is the opinion of everybody with the exception of Sir Robert Hart's inspector of light-houses. It was first mentioned by one of our members, and it is a matter which should be taken up by the Chamber. The *Gap Rock* is a proper position for the light is the opinion of everybody with the exception of Sir Robert Hart's inspector of light-houses.

The following is the Report for presentation to the Shareholders at the First Annual General Meeting to be held at noon on Monday, 31st inst.:

The General Managers beg to submit their Report on the working of the Company's business, with a Statement of Accounts for the Year 1889. After paying all charges, Preliminary expenses, Interest on Advances, &c. Net Profit of \$37,775.60, which the General Managers and Consulting Committee recommend should be appropriated as follows:

To a Dividend of \$5.00 per share of £ 7 1/2 per annum \$21,000.00
To Remuneration to Consulting Committee & General Managers as per Articles of Association 3,377.60
To Depreciation of Vessels & Property 8,000.00
To Carry forward to next Account 1,398.10
\$37,775.60

Properties.—All the Company's Properties are in good order and have been well maintained during the Year.

The General Business of the Company has been of a satisfactory and profitable nature, though, owing to the incidence of cholera and cattle disease during a portion of the Year, which caused some stoppage to the work in the Philippines, extra expenses were unavoidably incurred and a consequential diminution in the profits of the Company.

Prospects for the current Year are good and the General Managers and Consulting Committee have every hope of a favourable result being shown on the working of this Year's business both here and in Manila.

Consulting Committee.—Mr. Dalrymple and Mr. Sassoon retire, in accordance with the Articles of Association, but being eligible have been re-elected by Mr. Hollister, Henderson, and his appointment requires confirmation.

Gus. Livingston & Co., General Managers.
Hongkong, 20th March, 1890.

A. G. GORDON & CO., LIMITED.

The following is the Report for presentation to the Shareholders of the above Company at the first ordinary general meeting:—

I have now to submit to Shareholders the annexed annual statement of accounts of the Company, for the year ending December, 1889, showing a profit of \$6,239.15, from which has to be deducted the interim dividend of 5% declared in August last, amounting to \$3,218.35, leaving a balance of \$3,020.80 at credit of Working Account. It is proposed to appropriate this amount as follows:

\$1,158.30 in payment of Preliminary Expenses.
\$500.00 for remuneration to Consulting Committee.
leaving \$1,862.50 to be carried forward to next account.

I will be observed that all the shares in the Company have not been taken up, although at the time the Company was floated they were all applied for; some of the applications have been cancelled altogether, as it was found impossible to collect the balance of the calls will be collected later on with interest from their due date.

The total profit is rather less than in former years, owing to the late rise in value of iron and other material, which has been made in the past, and the result of the calls will be collected later on with interest from their due date.

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CORRESPONDENCE.

THE ALICE MEMORIAL HOSPITAL.
To the Editor of the "CHINA MAIL."

Sir,—I have received the following subscription for the Funds of the Alice Memorial Hospital, and I shall be obliged by your acknowledging same in your columns, viz.:

Scottish Oriental S. Co. ... 50
Messrs. Linstead & Davis ... 50
Messrs. Gilman & Co. ... 25
Messrs. Evans, Esq. ... 25
Messrs. Dunn, Malby & Co. ... 25
Messrs. W. Howell & Co. ... 25
E. W. Mitchell, Esq. ... 25
E. R. Mervy, Esq. ... 25
Messrs. Meyer & Co. ... 25
C. R. Lammer, Esq. ... 10
James H. Cox, Esq. ... 10
China Export-Import ... 10
Bank Campagnie ... 10
G. T. Hopkins, Esq. ... 10

Yours faithfully,
E. W. MAITLAND,
Hon. President of the Alice Memorial Hospital.

OUR POST OFFICE OFFICIALS.
To the Editor of the "CHINA MAIL."

Hongkong, 20th March.

Sir,—In reference to the Acting Postmaster's Report for 1889 (hereafter to be known as the "Black-board Report") it is most gratifying to read the Hon. A. Lister's commendation of his post office, and then to note Mr. Travers' careful recognition of the overtime work of Mr. Lister, who during his absence on leave worked out the details of a scheme for local delivery. Surely the scheme for local delivery is a most commendable one, and the Hon. A. Lister's commendation of it is a most gratifying one.

Mr. Lister, not to be outdone by his junior, puts in a word for Mr. Travers, and says:—"The most strain on the post office is often very severe, and Mr. Travers is to be congratulated on having (I fear at some sacrifice of health) conducted the Department alone for 18 months without occasion for serious complaint of any kind."

From the above it would appear most fortunate for the Colony that, owing presumably to his herculean constitution, the Acting Postmaster-General personally conducted the Post Office for 18 months (with the help of some half-dozen intelligent Portuguese who have spent their lives in the office) without at yet having broken down under the terrible strain, and without giving occasion for serious complaint of any kind. Most residents are of opinion that Mr. Travers is a man of a Bank, or those of the Head of a Mercantile House; and yet we never hear of any remarks by those gentlemen of their "terrible strain."

Mr. Travers, who is deliciously tired on most nights, devotes a goodly portion of his report to the fact that he has hung a black-board outside the Post Office to announce the arrival of steamers. This is indeed a sign of progress, which might well have been made in the past, and it goes to the credit of Mr. Travers that he carried it so far, and he wished to make it most useful.

Let us give all honour to our public servants for their services, and let our officials abandon this silly style of harping upon the same old string of their awful and terrible "physical strain."

Yours, etc.,
COMMON SENSE.

THE MOVEMENT OF TREASURE IN CHINA.

The Customs Goods gives increased facilities in its newest form, for observing the part taken by Shanghai in receiving and distributing treasure. The treasure tables of the Customs Goods mark the movements of gold, silver, dollars and other specie to and from the port of Shanghai. These figures are not only constantly circulating from hand to hand. They are a part of the freight of steamers bringing profit to the merchant, and as such find their place in the quarterly returns of trade of the Imperial Maritime Customs. The most striking feature is the flow of dollars to Shanghai, which at present amounts to about five millions in three months. Against this large amount only about 20,000 are sent away again by steamer. The five millions, in addition to the 20,000 sent away, are in the hands of the Chinese, and are for example in buying specie to send to the north, go to increase the circulating medium in the silk districts, in Soochow, in Hangchow, and in other large cities of Kiangsu and the adjoining provinces. Of the five millions, a great portion comes from America. Ningbo sends more than half a million dollars to Shanghai in three months, while Wenzhou sends 120,000 and Foochow 150,000. Amoy and Swatow each send about 300,000. There are also considerable movements of dollars to or from the ports of the north or of the Yangtze river. This constant flow of perhaps twenty million dollars a year shows that central China, especially in the eastern part, urgently needs dollars. The Carobus dollar is in demand, and the Mexican dollar is not wanted, but in the Rio Soochow plain a decided parity is shown for Mexicans. In Foochow a million dollars were parted with to Hongkong during the last quarter, and the north is willing to lose that amount from its currency for the sake of the opium smoker's gratification. Foochow imports 1,100 piculs of Indian opium in three months. The fact is similar in Fuzhou. Fuzhou sends in three months 25,000 dollars to Hongkong, and Fuzhou as many more. Fuzhou must have her thousand piculs of the Indian drug in one quarter of a year and diminish her store of accumulated wealth in proportion. Very likely the \$250,000 of Fuzhou is sent to Hongkong, and she chiefly depends on the love of opium. The Chinese in Fuzhou have now smoked opium for more than a century and a half, for it must be remembered that the first imperial edict against the sale of opium for smoking was made in 1793, and the first edict against its sale for smoking was made in 1839. When Amoy and Swatow present their statistics, export of dollars to pay for opium is still the chief fact calling for remark. This is not so much in regard to Amoy, which sends only about \$20,000 to Hongkong, but in Swatow, where more than 700,000 dollars are parted with from the people's store, chiefly to pay for opium. For looking into the table of imports we find that Swatow received 1,918 piculs of opium from Hongkong, and paid 57,000

Shanghai is sending away every month to Fuzhou an amount worth equivalent to 187,000 taels, and to Tientsin 230,000 taels. Including smaller amounts such as 20,000 taels of gold to Hongkong, China is in receipt of gold to the extent of 1,000,000 taels, and is sending away 1,000,000 taels. The net result is that Shanghai is sending away 1,000,000 taels, and is receiving 1,000,000 taels. The net result is that Shanghai is sending away 1,000,000 taels, and is receiving 1,000,000 taels.

In the northern provinces dollars are very little known and silver is the favorite medium of payment for commodities. In consequence of this, Shanghai sent to Newchwang during the quarter last a million taels of silver, and to Tientsin 200,000 taels of silver. To Tientsin Shanghai sent 775,000 taels of silver to pay for tea, tobacco, medicines, silk, oil, resins, and other goods. She also sent 53,000 taels to Ningbo, receiving in return tea, medicines, silk, piece goods, and other goods. Shanghai has during the quarter last sent to America 400,000 taels of silver to pay for tea, tobacco, medicines, silk, oil, resins, and other goods. She also sent 53,000 taels to Ningbo, receiving in return tea, medicines, silk, piece goods, and other goods.

Of the river ports, Chinkiang sent her 40,000 taels, and Yuhou 60,000 taels. But Shanghai sends away by steamer much more than she receives. The difference for three months is not less than a million and a half taels. She therefore draws upon some hoarded stock of silver near at hand. The key to this is found in the circumstance that dollars are rapidly sent to Shanghai from the north. In the northern Kiangnan people, the northern trader likes uncoiled silver best and he obtains it. He can conduct his mercantile transactions without the dollar. So with the Hankow trader. The native owners of medicine and the people who sell dollars, and who sell dollars to the natives, whenever the supply from America and the Straits proves to be insufficient. The southern ports too, when there is an export of dollars this is the most likely to be the case. It is the flow of dollars to the southern provinces that is the cause of the demand for specie at Shanghai. When western and northern commodities are brought there by steamer, Shanghai has to pay for them a currency which she has to obtain from the western trader. Specie is bought with dollars in Shanghai, where the bankers can find it in the neighbouring cities. For instance Swatow, longing for the opium which satisfies her craving after a forbidden indulgence, sends to Shanghai for it. She sends to Hongkong to buy it, and Hongkong sends it as cargo to Shanghai. There the banker changes them for specie, which is desired in preference to dollars at Newchwang, Tientsin, and Hankow. Let three Manchurian provinces receive from Shanghai a million dollars of specie, and hence the people there are able quietly to absorb about two million taels of specie silver in a year in return for their produce, and as a fund to buy cotton goods from England and America. So with Tientsin, and the rest of the north. The same way pays her tea cultivators with the specie which Shanghai sends. Thus Shanghai is shewn to be the real centre round which the money circulation of the whole country revolves. Shanghai sends specie to the north, the west, and the south, and adjusts the money circulation so as to satisfy the demands of each.—*N. O. Daily News.*

Exchange.

Hongkong, March 20.

On London ... 3.04
On Bank, Wire ... 3.04
On Demand ... 3.04
On 30 days sight ... 3.04
On 60 days sight ... 3.04
On 90 days sight ... 3.04
On 120 days sight ... 3.04
On 150 days sight ... 3.04
On 180 days sight ... 3.04
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On 1980 days sight ... 3.04
On 2010 days sight ... 3.04
On 2040 days sight ... 3.04
On 2070 days sight ... 3.04
On 2100 days sight ... 3.04
On 2130 days sight ... 3.04
On 2160 days sight ... 3.04
On 2190 days sight ... 3.04
On 2220 days sight ... 3.04
On 2250 days sight ... 3.04
On 2280 days sight ... 3.04
On 2310 days sight ... 3.04
On 2340 days sight ... 3.04
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On 2670 days sight ... 3.04
On 2700 days sight ... 3.04
On 2730 days sight ... 3.04
On 2760 days sight ... 3.04
On 2790 days sight ... 3.04
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On 3000 days sight ... 3.04
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On 3120 days sight ... 3.04
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On 3210 days sight ... 3.04
On 3240 days sight ... 3.04
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To Let.

TO LET.
ROOMS in "COLLIER CHAMBERS," Nos. 4 and 5, SEYMOUR TERRACE, STONEHENGE, ROBINSON ROAD, from 1st May.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, March 12, 1890. 93

TO LET.
FROM 1st February next, Nos. 53, 55 and 57, PEARL STREET.
Apply to
EDWARD GEORGE.
Hongkong, January 9, 1890. 58

TO LET.
2ND FLOOR OF HOUSE, No. 64, and GROUND FLOOR OF HOUSE No. 68, QUEEN'S ROAD CENTRAL.
Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, July 1, 1889. 1287

TO LET.
THE TOP FLOOR OF GIBB, LIVINGSTON & Co.'s House, containing of FIVE SPACIOUS ROOMS and THREE BATH-ROOMS, suitable either as Office or Dwelling Apartments.
For terms, apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, January 14, 1890. 95

TO LET.
Possession from 1st April.
A SIX-ROOMED HOUSE at the PEAK.
Apply to
DENNY & MOSSOP,
No. 153, Queen's Road.
Hongkong, February 20, 1890. 337

TO LET.
THE RESIDENCE, No. 14, ALBANY ROAD, in occupation of S. C. MICHAELSEN, Esq. (overlooking Botanical Gardens).
Apply to
M. J. D. STEPHENS,
18, Bank Buildings.
Hongkong, February 11, 1890. 276

TO LET.
1ST FLOOR OF HOUSE No. 15, PRAYA CENTRAL.
Possession from 1st January next.
Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, December 30, 1889. 2452

TO LET—AT THE PEAK.
DUNNOTAR, R.B. Lot No. 20, for 1 year, from 1st April, 1890.
Apply to
"B,"
OFFICE OF THIS PAPER.
Hongkong, February 10, 1890. 200

HONGKONG ICE COMPANY, LTD.
TO LET.
THAT Suite of OFFICES on the First Floor of the Company's Premises in Ice House Lane, at present occupied by Messrs. HOLLAND, WISE & Co., with entrance from Queen's Road—Possession from 1st March next.
And
TWO GODOWNS on the GROUND FLOOR which can be let in connection with the above Office, or separately as desired.
For Full Particulars, apply to the MANAGER at the Depot, or to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, January 27, 1890. 167

TO LET.
HOUSE No. 2, "SMITH'S VILLAS," Magazine Gap, a spacious FIVE-ROOMED HOUSE, with Basement and Out-house. Excellent view.
Apply to
F. BLACKHEAD & Co.
Hongkong, July 2, 1889. 1234

Intimations.

CHAS. J. GAUFF & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOYAGERS' AND TELEGRAPHERS' INSTRUMENTS, and other instruments, ADAMANTINE & DIBBY CHARTS, NAUTICAL BOOKS.
English Silver and Electro-Plated Ware, Gold & Silver Jewellery in great variety.
DIAMONDS
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

WINDSOR HOUSE, HONGKONG.
No. 8, QUEEN'S ROAD CENTRAL.
PRIVATE BOARD AND RESIDENCE, AND FAMILY HOTEL.
This Establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers first-class accommodation to RESIDENTS and TRAVELLERS, has a Spacious Dining Room, and a Large number of well-furnished Bed-Rooms with all comforts. A Good Table kept. TABLE D'HOTE—Breakfast, 8.30 a.m.; Dinner, 1 p.m.; Dinner, 7.30 p.m. BOARD by the Month, Day, or Single Meals, at reasonable rates.
ARRANGEMENTS CAN BE MADE TO SERVE MEALS IN GENTLEMEN'S QUARTERS.
CONTINENTAL LANGUAGES SPOKEN.
Mrs. BOHM, Proprietress.
Hongkong, August 30, 1889. 1593

Intimations.

DENTISTRY.
FIRST CLASS WORKMANSHIP.
MODERATE FEES.
MR. WONG TAI-FONG,
Surgeon Dentist.
(FORMERLY ASSISTANT APPRENTICE AND LATER ASSISTANT TO DR. ROBERTS.)

At the urgent request of his European and American patients and friends, he has TAKEN THE OFFICE formerly occupied by Dr. Roberts.
NOW HAS
REMOVED
TO
18, D'AGUIAR STREET,
behind HONGKONG CLUB.
CONSULTATION FREE.
Hongkong, January 18, 1890. 132

NOTICE.
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS should be sent to the Head Office, No. 11, Praya Central, will receive prompt attention.
In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES,
Secretary.
Hongkong, August 25, 1889. 1458

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF SEATTLE will be despatched for San Francisco, via Yokohama, on TUESDAY, the 25th March, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... 393.75
available for 6 months ... 325.00
To Liverpool ... 325.00
To London ... 330.00
To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Orders for cargo to be accompanied by Bills of Lading, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passages and Freight, apply to the Agents of the Company, No. 50, Queen's Road Central, C. D. HARMAN, Agent.
Hongkong, February 26, 1890. 380

Occidental & Oriental Steamship Company.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship CAELIO will be despatched for San Francisco, via Yokohama, on SATURDAY, the 5th April, at 1 p.m.
Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.
All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.
First-class Fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... 393.75
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To Liverpool ... 325.00
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For further information as to Passages and Freight, apply to the Agents of the Company, No. 50, Queen's Road Central, C. D. HARMAN, Agent.
Hongkong, March 13, 1890. 462

NORDEUTSCHER LOYD.
NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, ISMAIL, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.
N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.
SPECIFIC ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship PERKIN, Captain P. HARRIS, with Her Majesty's Mail, will be despatched from this port for LONDON and BOMBAY and SURZ, GANAL, on WEDNESDAY, 28th March, at Noon.
Cargo will be received on board until 4 p.m. Parcels and Special (Gold) at the Office until 4 p.m. on the day before sailing.
Bills and Valuations for Europe will be transmitted at Colombo; Tea and General Cargo for London will be conveyed on Bombay without transshipment, arriving one week later than by the ordinary direct route via Colombo.
For further Particulars regarding FREIGHT and PASSAGE, apply to the Agents at Colombo; Tea and General Cargo for London will be conveyed on Bombay without transshipment, arriving one week later than by the ordinary direct route via Colombo.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.
Passengers desirous of insuring their baggage can do so on application at the Company's Office.
The Steamer takes Cargo and Passengers for MARSEILLES.
R. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, March 10, 1890. 493

ON SUNDAY, the 13th day of April, 1890, at Noon, the Company's Steamship PRUSSIAN, Capt. O. PONT, with MAIL, PASSENGERS, SPECIFIC CARGO, and OARGO, will leave this port as above, sailing at Genua.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m.; Specific and Parcels until 5 p.m. on the 12th April. (Parcels are not to be sent on board; Contents must be left at the Agent's Office). Contents and Value of Packages are required.
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
For further Particulars, apply to
MELOERS & Co., Agents.
Hongkong, March 15, 1890. 493

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.
THE British Steamship BATAVIA, 2,533 Tons Register, Captain WILLIAMSON, will be despatched for VANCOUVER, B.C., via INLAND SEA, KOREA and YOKOHAMA, on THURSDAY, the 3rd April, at Noon.
To be followed by the S.S. ABYSSINIA, on the 24th April, and S.S. PARTHIA, on the 15th May.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To Vancouver & Victoria (Mex.) \$210.00
To Montreal, New York, &c. 300.00
To Liverpool ... 325.00
To London ... 330.00
To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.
Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.
Freight will be received on board until 4 p.m. on the 2nd April.
All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.
For information as to Passage or Freight, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, March 6, 1890. 427

Occidental & Oriental Steamship Company.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship CAELIO will be despatched for San Francisco, via Yokohama, on SATURDAY, the 5th April, at 1 p.m.
Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.
All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.
First-class Fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... 393.75
available for 6 months ... 325.00
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Hongkong, March 13, 1890. 462

NORDEUTSCHER LOYD.
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STEAM FOR SINGAPORE, COLOMBO, ADEN, ISMAIL, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.
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SPECIFIC ONLY LANDED AT PLYMOUTH.

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Cargo will be received on board until 4 p.m. Parcels and Special (Gold) at the Office until 4 p.m. on the day before sailing.
Bills and Valuations for Europe will be transmitted at Colombo; Tea and General Cargo for London will be conveyed on Bombay without transshipment, arriving one week later than by the ordinary direct route via Colombo.
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R. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, March 10, 1890. 493

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The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.
Passengers desirous of insuring their baggage can do so on application at the Company's Office.
The Steamer takes Cargo and Passengers for MARSEILLES.
R. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, March 10, 1890. 493

ON SUNDAY, the 13th day of April, 1890, at Noon, the Company's Steamship PRUSSIAN, Capt. O. PONT, with MAIL, PASSENGERS, SPECIFIC CARGO, and OARGO, will leave this port as above, sailing at Genua.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m.; Specific and Parcels until 5 p.m. on the 12th April. (Parcels are not to be sent on board; Contents must be left at the Agent's Office). Contents and Value of Packages are required.
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
For further Particulars, apply to
MELOERS & Co., Agents.
Hongkong, March 15, 1890. 493

NORDEUTSCHER LOYD.
NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, ISMAIL, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.
N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.
SPECIFIC ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship PERKIN, Captain P. HARRIS, with Her Majesty's Mail, will be despatched from this port for LONDON and BOMBAY and SURZ, GANAL, on WEDNESDAY, 28th March, at Noon.
Cargo will be received on board until 4 p.m. Parcels and Special (Gold) at the Office until 4 p.m. on the day before sailing.
Bills and Valuations for Europe will be transmitted at Colombo; Tea and General Cargo for London will be conveyed on Bombay without transshipment, arriving one week later than by the ordinary direct route via Colombo.
For further Particulars regarding FREIGHT and PASSAGE, apply to the Agents at Colombo; Tea and General Cargo for London will be conveyed on Bombay without transshipment, arriving one week later than by the ordinary direct route via Colombo.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.
Passengers desirous of insuring their baggage can do so on application at the Company's Office.
The Steamer takes Cargo and Passengers for MARSEILLES.
R. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, March 10, 1890. 493

Merchant Vessels in Hongkong Harbour.

Excludes of late Arrivals and Departures reported to-day.

To facilitate the listing the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at 6 o'clock. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C. Shipping on midway between each shore are marked D, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedlar's Wharf.
6. From Pedlar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name	Flag	Captain	Tonnage	Date of Arrival	Consignees or Agents	Destination	Remarks
Agamemnon	Brit.	Hutchinson	1,554	Mar. 20	Butterfield & Swire	Shanghai	To-day
Arcturion	Brit.	Thomson	1,554	Mar. 17	A. G. Morris	Yokohama & Kobe	22nd inst.
Cardigan	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
China	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Chow-chow-foo	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
City of Rio de Janeiro	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Cybele	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Doravongse	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Don Juan	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Dorset	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Fokien	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
General Warden	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Kling-kyou	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Kong Bang	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Lennox	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Lydia	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Medusa	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Pakistan	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Pha Quoc	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Pilot Fish	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Wingang	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Wingang	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Zabro	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.
Zambesi	Brit.	Thomson	1,554	Mar. 17	Adamson, Bell & Co.	Shanghai	22nd inst.

Her Britannic Majesty's Ships on the China Station.

Name.	Fig.	Tons.	Guns.	I.H.F.	Captain.	Where at.
acility	despatch-vessel	1700	4	3180	Com. Chas. H. Adair	Hongkong
colian	corvette	1400	—	—	Captain Wm. Whisman, Bart.	Hongkong
ardelia	cruiser 3rd class	2350	10	2420	Captain H. T. Grenfell	Hongkong
uk	g-b. 3rd class ex art defense	3293	8	340	—	In reserve
rebraud	gunboat 2nd class	455	4	450	Lieut. Com. Denison	China
yscinth	cruiser	1420	—	—	Captain Robt. W. Craigie	On a cruise
spiouse*	twincrew battle ship	8400	10	KCCO	Captain William H. May	On a cruise
g	gun-vessel 2nd class	4500	10	5560	Captain Burgess Watson	On a cruise
arin	gun-boat 2nd class	755	6	1650	Commander Smythes	On a cruise
eline	sloop	430	3	430	Lieut. Com. G. H. Yonge	Hongkong
my	gunboat	1130	10	1120	Commander J. B. Martin	Kobe
over	gunboat	—	6	1200*	Lieut. Com. Hewitt	Singapore
yscine	steel torpedo cruiser	1730	6	3500	Captain E. G. Rason	Hongkong
ntle	surveying vessel	320	3	690	Commander R. W. White	Hongkong
unber	gunboat 1st class	715	6	1200	Capt. The Hon. F. G. Verkerk	On a cruise
vern	corvette	4000	—	—	Lieut. Com. W. Hail, Dougall	On a cruise
lent	torpedo mining launch	150	—	—	Captain Hall	—
tit	gun-vessel 2nd class	755	6	1010	Com. The Hon. Richard Bingham	Hongkong
edion Boat No. 15	—	95	—	—	—	Hongkong
edion Boat No. 36	—	95	—	—	—	In reserve
reed	g-b. 3rd class coast defence	—	3	—	—	In reserve
rtor Emanuel	receiving ship	5157	14	—	Commodore E. J. Church	Hongkong
ander	sloop	925	4	760	Captain Geo. A. Giffard	Shanghai
lover	coast defence ship, armoured	2780	4	1450	—	Hongkong